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German Democratic Republic

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CRITICAL REPORT ON REICHSBAHN

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the borders and the organization of the eight Reichsbahn Directorates have repeatedly been changed, as illustrated by the example of Reichsbahn Directorate (RBD) Erfurt, the fourth largest directorate. At present RBD Erfurt has six divisions (Reichsbahnaemter, Rba): Erfurt, Weissenfels, Gera, Saalfeld, and Eisenach. Nordhausen. Various departments of Rba's are mentioned.

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The departmental and managerial organization of a directorate is then given. The management of an RBD consists of the president, the vice-president, two trainees, the section handling classified matters, the cultural director and his staff, and the party secretariat. Final decisions are made by a part of the management known as the "Little Secretariat" which consists of the president, the cultural director, the party secretary, three other members (two of whom must be party instructors), one selected party-faithful employee, and the chairman of the Land organization of the railroad workers union.

Describing conditions in RBD Erfurt two thirds of the territory is mountainous terrain with grades of 1 to 3.3 percent (maximum grade: 7.1 percent), over 30 tunnels (the longest at Oberhof with a length of 3,095 meters), and about 40 viaducts. The average transportation requirements of various industries are mentioned. - Personnel policies stress increased employment of women and enlargement of the party apparatus. - The locomotive park labors under a shortage of spare parts and black coal (70 percent of the coal used is brown-coal). On 1 July 1951 coal on hand was sufficient for 14 days, at the date of the report it had dwindled to a supply for about three days because of the demands for the World Youth Festival and for Soviet maneuver transports. The freight car park is short on box cars. Military and reparations transports have priority. The passenger car park is strained to capacity: about 1,000 trains have to be operated during a 24-hour period with a park of about 850 cars, leaving no time for adequate repairs. - Technical installations are obsolete and in poor repair. About 1,800 kilometers of track have been dismantled for use elsewhere. With the exception of the Erfurt-Weissenfels line the entire territory of the Erfurt Directorate is now single track. Track structure material is in short supply. - A change to a new accounting system has lead to chaotic conditions. - There follows a critical appraisal of the railroad workers union.

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